(f) what is the preliminary report of the inquiry held; and

(g) the steps taken to prevent recurrence of such incidences and to ensured air safety?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Instructions regarding minimum fuel and oil to be carried by various types of aircraft are issued by Director General, Civil Aviation (DGCA) on the basis of guidelines issued by International Civil Aviation Organisation (ICAO) and published in the Aeronautical Information Publication (AIP), India. The norms regarding carriage of fuel differ from aircraft to aircraft based on operational and safety requirements.

(c) Indian Airline A-300 aircraft, VT-EDV while operating flight IC-440 from Madras to Delhi, via Hyderabad on 15-11-93, could not land at Hyderabad due to poor visibility. It has been reported that the flaps and slats on the aircraft wings got jammed and the efforts of the crew to recycle the flaps and slats were not successful. The aircraft while returning to Madras force-landed in a paddy field near Tirupati.

(d) to (g) A Court of Inquiry has been appointed to investigation into the accident; its report is expected by 28th February, 1994. Meanwhile, a special check of flaps and slats system of all A-300 aircraft with Indian Airlines and Air India has been carried out.

Criteria to determine a SSI unit as sick

*10. SHRIMATI KAMLA SINHA: Will the PRIME MINISTER be pleased to state:

(a) what criteria have been fixed to declare a small scale industry sick; and

(b) what steps have been taken to delineate a genuinely sick small scale industry from a false one?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF SMALL SCALE INDUSTRIES AND AGRO AND RURAL INDUSTRIES) (SHRI M. ARUNACHALAM): (a) According to the Reserve Bank of India, a Small Scale Industrial Unit may be classified as sick when:

(i) any of its borrowal accounts has become a 'doubtful' advance i.e., principal or interest in respect of any of its borrowal accounts has remained overdue for a period exceeding 2½ (two and half) years, and

(ii) there is erosion in the net-worth due to accumulated cash losses to the extent of 50% or more of its peak net-worth during the preceding two accounting years.

(b) the banker(s) who draw up the rehabilitation package are to satisfy themselves about the genuineness of the sickness of the unit as per above definition.

Negligence in Maintenance of Aircraft

*11. DR. BAPU KALDATE:
SHRIMATI KAMLA SINHA:

Will the MINISTER OF CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a wheel of the Delhi-bound Indian Airline flight IC 470 fell off while taking off at Nagpur airfield recently and the aircraft landed at Delhi with the lives of the passengers hanging in suspense;

(b) if so, whether any inquiry to the negligence of the maintenance has been conducted by Government; and

(c) if so, what is the action taken by Government in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) A wheel of Indian Airlines flight IC-470 of 31-10-93, fell off during take off from Nagpur. The aircraft, however, made a safe landing at Delhi.